

## U. S. Ships Lose \$3,000,000 in 272 Voyages

Col. Abadie, Ex-Controller of Shipping Board, Tells Walsh Committee of Big Deficit Since March 1

### Books Show Large Credit

Audit Bares \$190,979,497 Owed; \$120,000,000 Is Collected in Campaign

Colonel Eugene H. Abadie, former general controller of the United States Shipping Board, told the Walsh Congressional committee investigating the affairs of the board, when the committee resumed its hearings at the Hotel Pennsylvania, yesterday, that the government lost \$3,000,000 on 272 voyages of Shipping Board vessels in the north European trade, since March 1, 1920. Fixed charges of insurance, depreciation and return on investment were taken into consideration by the witness in revealing the loss.

Colonel Abadie, who occupied the stand the greater part of the day and will return to it this morning, devoted most of his testimony to conditions prevailing in the accounting system of the Shipping Board prior to and after he assumed the office of controller. He defended the accounting system of the Shipping Board and resented the attacks which followed upon officials and methods of the board as a result of the publicity given to the Walsh investigation.

Colonel Abadie was general controller of the board until April, 1920. He was appointed controller of the board on September 1, 1919, and a few days later also was named controller of operations. Still later three other officers were merged and he became general controller of the board.

### Attributes Muddled Records to War

Ascribing the disorder in Shipping Board accounts revealed by the Walsh investigation to war conditions and the haste and speed with which the Shipping Board was compelled to work to meet the nation's defense needs, Colonel Abadie said that not long after the armistice it was possible to locate all the vessels owned by the government or to account for what they had done from the time of their delivery. He also said that not until February, 1920, did the accounting division of the physical operations of ships requisitioned, constructed, purchased or seized that were operated prior to June 30, 1919.

"The realization of the accounting disorder," he said, "permitted many irregular settlements, encouraged questionable transactions and, due to outside pressure and influence, caused those empowered within the corporation, intentionally or purposely, to alter or approve of giving millions of dollars improperly in settlements with some vendor, fabricator, contractor or shipbuilder."

Colonel Abadie testified that in order to obtain from the ship operators of the board the revenue earned by them but not reported, and to collect the cash in their hands which had not been turned over to the board, he began a "drive account drive" beginning in New York, on October 3, 1919.

Third of Voyage Reports Made Out  
Among other things, he testified, it was revealed by this drive that up to September 1, 1920, approximately 15,000 accounts had been received in the mail section. Only 2,500 voyage reports of nearly 7,000 voyages were made up. Only a total of 172 accountings, representing forty-three voyages, had passed the final audit section and were complete with the necessary records to properly compile in the form of a cost statement.

"Even then they could not be called complete," Colonel Abadie said, "because the schedule of commissions and fees in foreign and dependency ports had not then been approved by the board."

Colonel Abadie set forth the results of his voyage account drive in a table showing the estimated figures as of September 1, 1920, and the figures determined by his accountants. Some of these items were:

Gross revenue, unaudited, estimated at \$80,000,000. The drive showed that the actual amount owing was \$190,979,497.

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## \$71,000 Left Chorus Girl By J. J. Ryan

(Continued from first page)

"Most of it is real property, and its values cannot be exactly stated as yet." Mr. Shuford was asked if he knew anything about Miss Whiteford's relations with Ryan.

"I never met her until after Joe's death," he said.

### Her Share \$71,000

Mr. Robinson, Miss Whiteford's attorney, appeared to have all the details of his client's legacy at the tip of his tongue.

"Mrs. Thomas Fortune Ryan's estate," he said, "was originally estimated to be worth about \$600,000. I have been informed, however, that her executors, the Central Union Trust Company and James Barry Ryan, have sold most of the property in order to divide the proceeds, and that Joseph J. Ryan's share will be about \$61,000."

"Adding his \$25,000 life insurance to this brings the value to \$86,000. There are bequests totaling \$15,000 to other persons, leaving Miss Whiteford \$71,000."

Mr. Robinson said he knew little of Miss Whiteford's friendship for Ryan. "They met in 1916, I believe," was all he vouchsafed.

The will was dated November 24, 1919, a year and a day before Ryan's death. Five thousand dollars is bequeathed to each of Ryan's children, and the residue, including his gold watch and chain, Anthony V. Lynch, Jr. and George A. Pratt, described as friends, are given \$2,500 and \$1,000, respectively, and Dorothy Pratt, the latter's daughter, \$500. Harry Kientisch is bequeathed \$800, and a like sum is devised to Kate McDonough "in recognition of her long and faithful service to my mother." These bequests, together with the \$100 to his wife, are to be taken from the life insurance, as is \$10,000 left outright to Miss Whiteford. The will then provides that all the residue, including all the decedent's share of his mother's estate, shall go to the chief beneficiary.

Another provision stipulates that any beneficiary contesting the will shall forfeit his or her legacy. No mention is made of Ryan's father, or of his brothers, Allan A. John Barry and Clendennin J. Ryan.

Joseph J. Ryan was thirty years old when he died. His death resulted from pneumonia and a nervous affliction contracted while with the American army overseas. He had enlisted as a private and was promoted to a lieutenant. His marriage to Nannie Morse, Washington society girl, in January, 1910, was a runaway match. The details of their domestic troubles, which led to separation, were never revealed. Ryan gained some fame as a daring motorist. In 1911 he won a \$2,000 bet by driving from New York to Philadelphia in three hours and thirty minutes.

### Nickle Bread Profitable

While members of the Bakers' Association were being told that a five-cent loaf was impossible, Andrews, Inc., a little Italian bakeshop at Eighth Avenue and Twenty-first Street, continued to sell hundreds of twelve-ounce loaves for a nickel apiece.

Andrew Piccarillo, manager and head of the company, said that demand for his product was greater than his limited production facilities. "I care not what the big bakers say," he said, "we are selling bread for a nickel a loaf and making money. We expect to continue."

Mrs. Louis Reed Welziller, Deputy Commissioner of Markets, in a statement last night supported the position of the wholesale bakers.

"I have made a thorough investigation of bread costs," she said, "and am prepared to prove that a twelve-ounce loaf of high-grade bread cannot be produced in New York under normal prevailing conditions to sell for five cents."

### Husband Cut Off with \$500

The will of Mrs. Elizabeth Ricketts, Hallway, filed in the Surrogate's Court yesterday, leaves \$500 to her husband.

Lawrence Ohlen Hallway, with this explanation: "My husband has never contributed a dollar to my support. For this and other reasons I am remembering him in so small a sum."

Mrs. Hallway died December 10 at her residence at 140 West Fifty-seventh Street. Before her marriage to Mr. Hallway she was the widow of Captain William Ricketts, for many years captain of the attendants at the Appellate Division of the Supreme Court. Some other bequests by Mrs. Hallway were Williams College, \$10,000, as a memorial to Samuel B. Goodale, a graduate of the college, and Bide-a-Wee Home for Animals, \$2,000.

### Arms for Poles Arrive at Danzig

LONDON, Jan. 18.—Trains are arriving daily in Danzig loaded with artillery supplies, bomb throwers and ammunition for the Polish army, says a wireless message from Moscow to-day. The Polish army, the dispatch adds, is hurriedly being organized under the direction of French officers.



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## ARCOLA wins December bride for Ted—

[DIALOGUED FROM STORIES OF ARCOLA USERS]

"Ted wanted a December wedding. Lila said they'd wait till June, but didn't tell Ted the reason."

"Why Mother, I'd freeze in that stove-heated bungalow," she said. 'If we wait six months I'll have one less winter in it anyway.'

"In our house we had a big hot-water system, but Ted couldn't afford such a plant."

"Not knowing much about girls, he thought Lila didn't love him any more. But I saw an ARCOLA exhibit at the steam-fitter's; and then I told Ted the honest truth:

"In theory, Ted, a wife should go even to the North Pole with her husband. In practice, an ARCOLA would be better. Besides, you'd save a lot of coal and labor; and you don't need a cellar. The men'll set it up in a couple of days."



"Ted said I was a brick to put him next. That's how the ARCOLA brought him a December wedding."

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